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TO IMPROVE RIVER NAVIGATION

With investments provided by the Six-Year Plan, the Wisla will be developed to permit vessels to sail on the lower river throughout the season and to connect the newly developing industries of Krakow with the Gorny Slask mines. Plock and Wloclawek will become transshipment ports in the rail-river freight traffic between the Lodz industrial region and Gdansk.

In 1949, the freight carried on the Odra River almost tripled that of 1948. The Six-Year Plan provides for a dam below Wroclaw to improve navigation. The storage reservoir will supply the river during low water, improving navigation and permitting a 25-percent increase in cargo loads.

Wrecks which were dangerous to navigation have already been removed from the river beds of the Wisla and the Odra. Remaining wrecks will be removed in the next 2 years.

The Six-Year Plan provides for the building of three large storage reservoirs to improve flood control, and navigation, and for power production. The capacity of these reservoirs will be more than three times that of prewar reservoirs. Flood damages which average 3 billion zlotys a year will be reduced to one half and power production will reach a quarter billion kilowatt-hours a year.

DISCUSS CONVEYER SYSTEM FOR SHIPYARDS -- Wola Ludu, No 31, 31 Jan 50

The management of the Association of Polish Shipyards, factory councils, shock workers, and professors of the Polytechnicum of Shipbuilding Department recently held a technical conference to discuss the proposed conveyor method of production worked out by the Research Bureau of the Gdansk Shipyards.

The conveyer method saves time and material, increases production, and reduces costs; it has been used with excellent results in other branches of industry and can be adapted to the peculiar requirements of shipbuilding.

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The existing plans of ships scheduled for mass production have been re-worked and adapted for assembly-line production. Work which requires less labor and speeds up assembly is to be used on a large scale and riveting is to be reduced.

RESCUE STATIONS GET EQUIPMENT -- Zycie Olsztynskie, No 28, 28 Jan 50

The maritime office in Szczecin has begun to distribute rescue equipment designed for the maritime rescue stations organized along the coast. These stations will render aid to crews of cutters and fishing boats in the event of sea damage. They will also have at their disposal cutters and rescue motor-boats equipped with the latest radio, telegraphic, surveying, and rescue equipment.

STATE ENTERPRISE TO CONTROL PORTS -- Trybuna Robotnicza, No 37, 6 Feb 50

A new law was passed changing the 1947 decree pertaining to the organization and the activity of the maritime authorities. The old decree placed the entire port administration in the hands of maritime authorities. The new law creates a state enterprise for managing the ports in the Gdynia-Gdansk system and in Szczecin. Port captains will henceforth be subject to the mandates of the enterprises which conduct the administration of the ports, and only in matters of public orders will they be subject to maritime authorities.

According to the new law, the harbor fire department will also be under the management of the port authorities for the protection of harbor installations, ships, and docks.

LAUNCH SUPERCUTTERS -- Polska Zachodnia, No 8, 19 - 25 Feb 50

The building of a series of supercutters was begun at the fishing shipyards in Swinoujscie in June 1949. Two of these cutters were launched in February of this year and the others will be ready for the fishing season.

The cutters are built to carry more fuel, to permit fishing beyond coastal waters.

ORE CARRIER NEARLY COMPLETED -- Wola Ludu, No 56, 25 Feb 50

The third Polish coal and ore carrier SS Brygada Makowskiego is in the final stages of completion and will be put into service in the very near future.

FERRY CARRIES LOCOMOTIVES -- Rolnik Polski, No 16, 5 Feb 50

Locomotives are transported between Poland and Sweden on special ferries. Standard-gauge railroad tracks are built on the ship's deck. One of these is the ferry between Gdynia and Stockholm.

1,000TH SHIP DOCKS AT KOLOBRZEG HARBOR -- Wiadomosci Polskie, No 12, 19 Mar 50

A thousand ships have docked at Kolobrzeg since 20 March 1948, when the first postwar ship arrived in that greatly damaged port.

Many important investment projects are under way in Kolobrzeg, one of the largest middle-sized ports of Poland's western coast. This port city has served during the last 2 years as a coal transshipment port for transports directed to

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Sweden. At present, it is well adapted to handle transshipment of general cargo and to serve as a fishing port. For this purpose the fishing basin has been overhauled and expanded. The Barka State Fishing Enterprise has chosen Kolo-brzeg as its main base. Barka's fishermen venture into distant waters and go as far as Bornholm.

All the wreckage of the fishing basin has been cleared. Electric lights were installed so that full use can be made of the fishing basin in fall and winter. In addition to the existing ice factory, a fish refrigeration plant will soon be installed. A repair shop was organized on the site of the former fishing craft shipyard.

Houses are being built to meet the needs of an increasing population.

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